

NAVTEX Panel Report

Submitted by Chair, IMO International NAVTEX Co-ordinating Panel

SUMMARY

Executive Summary: This report provides a summary of the current issues being addressed by the IMO International NAVTEX Co-ordinating Panel and its actions and activities since WWNWS Meeting 3.

Action to be taken: Paragraphs 3 & 5

Related documents: None

INTRODUCTION

1. This report covers the period since WWNWS 4 and outlines:
 - .1 changes to the NAVTEX infrastructure during the period, and notification of planned changes;
 - .2 current operational issues associated with the NAVTEX service world-wide; and
 - .3 other wider issues associated with the promulgation of Maritime Safety Information (MSI) with which members of the Panel are involved.

NAVTEX INFRASTRUCTURE

2. Activities and developments during the period since the last report to WWNWS-SC are detailed below in respect to specific NAVAREAs (there has been no activity to report for NAVAREAs IV, V, VII, X, XIII, XIV, XVI, XVII, XVIII, XIX, XX and XXI):

.1 NAVAREA I.

- .1.1 The **German** NAVTEX antenna system has been renewed during late 2012. To allow this major operation to take place **Netherlands** agreed to transmit **German** MSI throughout the period of antenna renewal thus demonstrating good cooperation between member states.
- .1.2 Exploratory consultation has taken place between **United Kingdom, Faeroe Islands** and the Panel in order to fill a NAVTEX shadow area North West of Scotland.

.2 NAVAREA II.

- .2.1 Discussions about establishing formal service areas between **Portugal** and **Spain** have reopened in early 2013 and it is hoped that these will continue until the areas have been formally declared.

- .2.2 The Panel have been informed that the **Portuguese** station of Madeira [**P**] is now fully operational. The whole **Portuguese** NAVTEX system has undergone a complete overhaul during 2013 and minor changes to operational characteristics have taken place which will be issued in the next GMDSS Master Plan.
- .3 **NAVAREA III.**
- .3.1 After more evaluation of station requirements by **Italy** they have requested a further 490 kHz B₁ transmitter identification character allocation to be used in Piombino. The Panel were able to assist in the Italian request and have provisionally allocated the B₁ transmitter identification character [**N**].
- .3.2 Since late 2012 **Tunisia** has been unable to transmit from Kelibia NAVTEX station owing to some technical issues. The Panel has requested neighbouring countries to be ready to transmit **Tunisian** messages if required. NAVAREA III Coordinator is monitoring the situation.
- .3.3 The **Libyan** NAVTEX equipment remains in a safe location and still in good condition. During this reporting period invitations to tender have been issued by the **Libyan** authorities. It is hoped that a formal contract will be signed within the next year so that work can commence. Until such time, the Maltese administration has been encouraged to promulgate MSI via NAVTEX coastal warnings for this area, along with the provision of NAVAREA III Messages via SafetyNET.
- .3.4 The national NAVTEX trial by **Greece** on 4209.5 kHz continues from Irakleio.
- .4 **NAVAREA VI.**
- .4.1 **Uruguay** has confirmed their intention to reinstate La Paloma to full operation status once new equipment becomes available towards Q4/2013. The station has been inoperative since 2007.
- .5 **NAVAREA VIII.**
- .5.1 **India** has continued to move forward with their new NAVTEX stations and is in the final stages of selecting a contractor.
- .5.2 The Panel has again been made aware that an IMO independent consultant has been asked to work directly with the **Seychelles** on planning a NAVTEX station. The Panel welcome this news and fully support the implementation of such a site, particularly in this area of the world where acts of piracy continue to be a major concern.
- .6 **NAVAREA IX.**
- .6.1 **Bahrain** is in the early planning stage of establishing a JRCC and upgrading the existing NAVTEX station. The Panel welcome their intention and are ready to assist where and when needed.

.7 NAVAREA XI.

- .7.1 The Panel were notified that some stations in **Indonesia** did not appear to be operational. On making numerous enquires it was discovered that two **Indonesian** stations were not transmitting on the correct frequency of 518 kHz. This unfortunately occurred when the NAVTEX equipment was changed at those stations. The situation has now been rectified and all four **Indonesian** NAVTEX stations are once again transmitting on 518 kHz.

.8 NAVAREA XII.

- .8.1 For a number of years Ayora NAVTEX station in **Ecuador** has been in operative, however, new equipment has been purchased and it is anticipated that during 2013/14 Ayora will be operational again.

.9 NAVAREA XV.

- .9.1 In January **Chile** declared their intention to move all Spanish language transmission from the English language frequency of 518 kHz and broadcast in Spanish on the National language frequency of 490 kHz. These plans are reflected in the latest GMDSS Master Plan and a provisional date is currently March 2016.

CURRENT OPERATIONAL ISSUES

NAVTEX Service Areas

3. The Panel have taken a study of NAVTEX service areas, as described in IMO NAVTEX Manual paragraph 2.2, which have been declared by Member States. It would appear that most Member States are operating in contravention of IMO Res A.801(19) Annex 4 and IMO Res A.706(17). It is very import that Member States conform to these resolutions and particularly where overlapping NAVTEX Coverage Areas exists. As a result it is essential that all NAVAREA Coordinators take a greater interest in resolving these issues and coordinating between neighbouring states to resolve issues of service areas. The Panel will assist where they can but the lead must come from NAVAREA Coordinators during the course of their NAVAREA meetings or communications with their relevant Member States. International shipping should be able to determine with ease which NAVTEX station they should select to receive Maritime Safety Information for a specific area.

WIDER ISSUES ASSOCIATED WITH THE PROMULGATION OF MARITIME SAFETY INFORMATION

4. The NAVTEX Panel continues to be active in a number of areas associated with improving standards and developing MSI services, including:
- i) The Secretary of the Panel has continued to act as Secretary of the IHO Working Group tasked with reviewing and updating all of the joint IMO/IHO/WMO maritime safety information documentation.
 - ii) Since WWNWS4, Panel members have contributed to the IHO Capacity Building Programme MSI training courses for the benefit of the Meso American & Caribbean Sea Hydrographic Commission, held in Trinidad. The Panel remain ready to provide a trainer as required.

ACTION REQUESTED OF THE SUB-COMMITTEE

5. The Sub-Committee is invited to note the information provided.